**81. Some requirements of the town of Changanachery.**

*Mr. Mathen Chakko* (Member, Trading Classes, Changanachery) said that the works he was going to deal with were such that the Municipality would not be able to carry them out and that Government help should not be withheld in respect of them. He criticised the policy of the Government laying down that municipal works should be carried out at the expense of municipal funds. He then spoke about the urgent necessity of extending the area of the Changanachery market as it was the most important bi-weekly market in all Travancore, Cochin and Malabar. The present market site was roughly 2 furlongs long and 35 feet broad, the most crowded portion of it being the vegetable section on the eastern side. A portion of this section was barely 9 feet wide, and over 12,000 people gathered there for trade. If some lands were acquired by Government to widen the area, it would be a great relief. The Dewan had personally seen the place and he knew of the sufferings of the people. He next referred to the necessity for a jetty and a crane at the market landing and said that a jetty was an absolute necessity. The goods that arrived now from Alleppey, Cochin, Vaikam, etc., and those that were transported afforded sufficient proof of this necessity.

The brick steps of the landing ghat constructed at great cost had been damaged in handling heavy cargo such as iron sheets, etc. Though repairs to the steps were carried out only 3 years ago, they had again been damaged and it was understood that estimates had been sanctioned for further repairs. If a crane was provided, the necessity for frequent repairs could be obviated.

The Pandakasala landing was narrow. In view of the large number of canoes that arrived with cargo, a second landing ghat near the Pandakasala to the south of the market landing was a great need.

The member's next subject of representation was the cutting and deepening of the Cherukara *thodu*. If it was straightened, widened and deepened, the present length of 12 miles to reach the Vembanad lake could be reduced to 4 miles.

Lastly, the Member dwelt on the necessity for a public hall and for common place for a recreation ground in the town and requested that, if the T. B. was to be removed, its site might be converted into a recreation ground or a fresh site acquired and handed over to the Municipality for the purpose.

*Dewan's reply.*—The extension of the Changanachery market, the construction of a jetty and a crane at the market landing, and the improvement of the Pandakasala landing—these are all inter-connected. In these matters the local Municipal Council is also interested equally with, if not more than, the Government. You began by saying that Government should not refuse to help the Municipality and that these were not works which could be done by the Municipality. You criticised the policy of Government which was enunciated by me last year, viz., that municipal works should be financed by the Municipal Councils themselves. But I added then that, in the case of big schemes, if the Municipal Councils should work out the necessary practical details and place them before Government, and also submit proposals for financing the scheme at least partially from their own funds, the Government would be helping them to the utmost extent possible. I quite admit that Changanachery is a very important place of trade. The Government have already spent a good deal of money on the landing and the basin at Changanachery. It is one of the finest basins that I have seen in Travancore, but the improvement of the landing in the way suggested by you, viz., by putting up a jetty and fixing a crane, is estimated to cost Rs. 60,000. This is a big proposition. Then you suggest the construction of another landing at the market, but the Peishkar and the Chief Engineer say that a far better landing would be the one near the salt bankshall which is on the direct route to Alleppey. That again means money. We must have a scheme. The Municipal Council must seriously consider the question of cost, and then come to some decision as to what is really necessary, and how far all these works can be executed, either out of the savings of the municipal fund or out of money which it could raise by loans, and what is the extent of help that the Municipality wants from Government. I request you to tell the Municipal Council to adopt my suggestions, and then it will be time for the Government to consider what they can do in the matter.

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In regard to the recreation ground suggested, I think I told you and the other gentlemen present, when I made a personal inspection of the place, that I was not particular about retaining the T. B. at its present site. My opinion is that there is no need for a T. B. at Changanachery, as there is a camp shed about two miles from that place. I consider that this T. B. with its spacious compound could be leased out to the Municipal Council for use as a Town Hall and recreation ground. A reference has been made to the Chief Engineer and no reply has yet been received. The matter will be further considered on receipt of the Chief Engineer's reply.

You refer to the straightening of two bends in the Cherukari canal on the main water-way from Alleppey to Changanachery. In regard to this, I have no other reply to give than what I gave to Mr. Chandi Thomas of Ambalapuzha.

*Mr. Kumara Pillai Padmanabha Pillai* (Member, Municipal Council, Changanachery) first referred to the policy of Government in the matter of municipal finance and pleaded for special treatment for the Changanachery town. The reasons adduced by the Member, among others, for special treatment were the following:—

1. The market in the town was one of the most famous and important in the State, where people from British Malabar, Cochin and several parts of Travancore congregated twice a week for trade.

2. In point of population, the town was second to none except Alleppey in Central Travancore—a fact recognised by the Government also.

3. Its mixed population of Hindus, Muhammedans and Christians gave it a very prominent place among the towns in the State.

4. If education and educational institutions were deemed the indications of a prosperous town, this town had several educational institutions, not to mention the College to be established shortly.

The Member, therefore, prayed that the Municipality alone should not be made responsible to provide for all the requirements of such an important and populous town and that the State also should make large contributions in that direction. He also prayed for the following works :—(1) cutting the Puvakkattu *chira*, (2) cutting the Kuttipuzha-Chalakkal *thodu*, and (3) construction of a cheap jetty in the market landing.

In conclusion, the Member feared whether the sum of Rs. 60,000 estimated for the construction of the proposed jetty was not too much and requested a further scrutiny being made.

*Dewan's reply.*—The Member calls in question the correctness of the estimate. Rs. 60,000 is not for a jetty alone, but also for a crane. The Member says that the excavation of the Kuttippuzha canal involves also the cutting of a hill for a length of two furlongs. Whatever that may be, I have no objection to these estimates being subjected to examination and criticism by the member himself and some other non-official gentlemen of Changanachery. When I tour in that direction, let them come to me, and I shall also ask the Executive Engineer to meet us, and you can then show me in what directions the estimates may be curtailed.

In regard to the Puvakkattu *chira*, I shall see this tank when I camp in Changanachery next time.

**82. Certain needs of the Minachil Taluk in the matter of communications.**

*Mr. Ulahannan Ulahannan* (Member, Minachil Taluk) represented that the repeated representations of the people in respect of the improvement of communications in his taluk had not had much effect so far and that even sanctioned works had not been begun. Their chief requirements might be grouped under (1) bridges, (2) roads, (3) public offices and buildings, and (4) a landing ghat near the market. Though the construction of a bridge across the Minachil river on the Lalam-Ponkunnam road had been sanctioned, the work had not been carried out and the difficulties felt by the inhabitants in the southern parts of Minachil to reach offices and schools were immense. The Member prayed that arrangements might be made

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